

Cross-border connections

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20th Conference of the European Passengers' Federation

2 June 2023, Barcelona



Thinking internationally without forgetting the national and regional dimensions

- Building and maintaining physical infrastructure
 - Maintenance of infrastructure
 - Upgrades, enhancements and renewals of infrastructure
- & investing in infrastructure

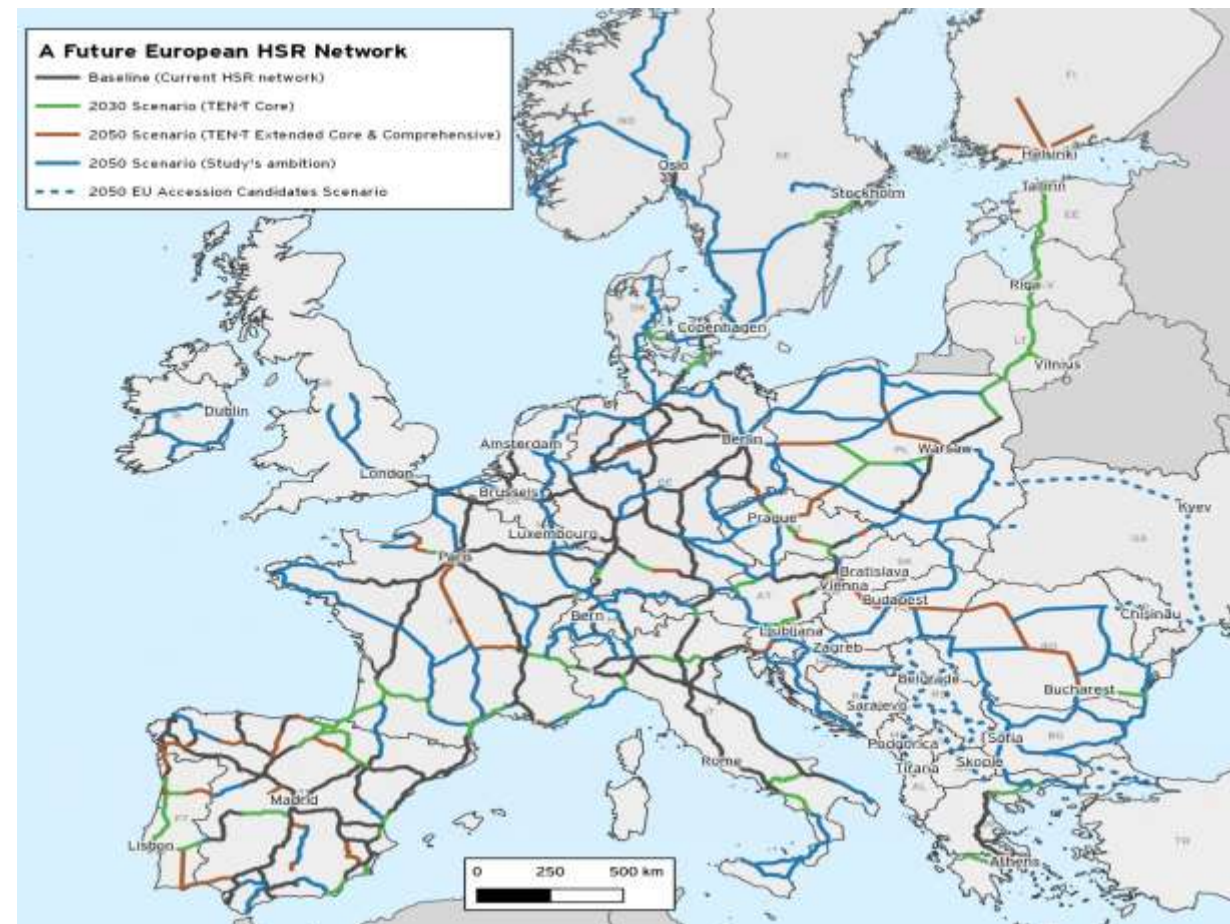
...will significantly increase capacity as well as the quality of infrastructure and rail passenger services.

Short term

- As a short-term solution, Timetable and Capacity Management Redesign is a game changer for capacity management.
- The transformation of operations through the combination of European Rail Traffic Management System(ERTMS), Automated Train Operations (ATO) and Automated Train Supervision (ATS) will increase capacity, punctuality, interoperability, safety and in some cases output in terms of performance (speed).
- Running the train efficiently and in an interoperable way via harmonised Common Operational Rules will decrease cross-border delays and strengthen capacity.

An economic case for implementing a high-speed rail masterplan

- By 2050 almost 50.000 km will be needed (increasing 4x of existing HSR network) to connect all major urban agglomerations in the EU and accession countries
- Investment costs will be high averaging €550 bn but in return provide to the society net positive benefit of €750 bn
- HSR network may not only deliver 5 bn tonnes of CO2 saving for the EU Green Deal but also provide 1.5 million job years for the economy in the long-run
- Investment need to be coupled with a sound transport policy promoting technology and sustainable mobility to deliver the EU goals of modal shift



- The shift in traffic will considerably reduce the total CO2 emissions of the passenger transport sector.
- HSR will become the dominant mode of transport, provided that a comprehensive HSR network is constructed along with the implementation of sound policies and the deployment of railway technologies.
- The shift in traffic will create welfare for society, in terms accidents avoided, time saved, congestion reduced and less noise emitted.
- The construction of the HSR network will generate significant value added for local regions.
- The economic benefits will far outweigh the costs. A positive return on investment in all scenarios and construction costs scenarios.

Sector improvements

- Improve digital services (CER Ticketing Roadmap)
- Improve capacity (ERTMS, TTR, integration of timetables)
- Staff (Women in rail, train driver licence)
- The rolling stock authorization process should be simplified

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